North giving the Metropolis by these roads a rail-emuunication with the Lake, some say forty, constraint with the Lake, some say forty, the say sixty miles shorter than that by the New-York and Eric. The well-known results of Jackson-ter, and the financial troubles in Pennsylvania from 1877 to 1849, never and the presecution of the scheme. with the last few years this project has been revived and at the present time there is every prospect, they think, of success. Another proposed road leading from Eric is the New York and Eric at Olean, by which they have to the present time there is every prospect, they thenk, of success. Another proposed road leading from Eric is that which passes rid Jemestown and interest is the New York and Eric at Olean, by which they have the proposed to the proposed t

ere is the New York and which they will give them a share of the Lake trade from that art in the summer, and the overland business in the winter it is the true, they say, that Philadelphia and South ylvania are striving to cut off the Western trade ter. It it be true, they say, that Philadelphia and South
I vivania are striving to cut off the Western trade
from New York, they have and can have no sympathy
with that feeling. Nature has given them great advantwes, both in their harbor and in the breaks through the
acuntain ranger, and they seek only to reap the benefit of
them. They argue that unless the City of New York at
takes more value to the means of trade than to the trade
freeli-prefits mere by the Central Road than by the goods
trainsported upon it—she and her press ought to layor the
Briane, at least to the extent of not obstructing them in
their enderver to ocen a new and rival goute for her vast

isches more value to the means of trade than to the trade isches more value to the Central Road than by the goods transported upon it—the and her prease ought to layor the Erians, at least to the extent of not obstructing them in their enderiver to open a new and rival goats for her vast Western trade.

New for the Eric view, in few words, of the break of gange at helr city. It is clear that there must be a break of gange somewhere; for the New York roads have either a gange of four feet eight and a half inches, or six feet, while those of Ohio have one of four feet ten inches. In the case of the State inc, which has the Ohio gange, and is meant to connect with the Cleveland Road, so that here shall be so interruption of trains between the two cities. If this be allowed to go into supcessful operation, they slige it will prove a death blow to their long cheriched schemes of connection with the sea board by a six feet track to and over the Eric Road, or by the proposed road via Sanbary. For running as it now does more than a mile from their docks, quite in the rear of the town. Eric will become but a more unimportant way lation, and her charces of an increase of business be readered so small se to destroy all hope of being able to earry out those projects. They allege that the power of the consolidated companies along the Central route of New York is so great as to defy competition, if the unbroken line along the Lake-shore be granted them. They assart that is has already the command of the State Line Road, and has chosn its power of annoyance in case of the Eric Road, by leaving the freight of the latter piled up at Dunkirk sometimes for weeks, and compelling the merchant bere states that of fifteen packages sent to New York expressly marked vio Eric Relifond, twelve were carried pant bere states that of alien packages sent to New York expressly marked vio Eric Relifond, twelve were carried past bunkish to Engledo, and thence onward, and many have suffered from their inability to get goods from Dunkirk. They fe

The road toward Dankirk was surveyed, located, and put under contract in 1849, and pursuant to an agreement with the New York and Eric, was to have a six feet gauge, and be run by that Company for eight years under a lease, the terms of which were eight per cent. on a sum not to exceed \$600,000. The moment the two roads were completed, ffrom Eric to the State line, and from the State line to Dunkirk, this contract threw the grand Western trade into the hands of the New York and Eric Road, during the period of closed pavigation. The road west from Dunkirk was begun in June, 1850, and in January following the contract was signed, by which the two roads became, to all intents and purposes, one, and one, too, with the New York and Eric. The commencement of this work waked up the Buffale and State Line Company, and in the aniumn of 1850 that Company began the grading of their road near Fredoria. This road was to be of the central gauge, 4 feet 84 inches. A good deal of hard feeling arose between the two great New York Companies, and many informal meetings of Directors and influential mentock place in the hope of reconciling the various deficulties. Not to go into particulars, the result was a vote of the Directors of the Pennsylvania part of the road, with the understeed consent of the leading men of the New York and Eric Company, they say, by which the road was to be graded for two tracks, one of the 5 feet gauge, and the other of 4 feet 84 inches, which gauged were established by an act of the Pennsylvania Legislature. The work was prosecuted under these agreements for a time. The Ericans assert that this plan of allowing the Buffalo and State Line Road to run to Eric with a uarrow track, was 2 grivate agreement on the part of Gen. Roed, and that the Company was not bound by it, and that the publication of its as vote of the Directors was a misstatement, but that it had the effect of incensing highly the leading men of the New York and Eric, who had obtained, as they hoped and believed, the control of the road acr Ohio gauge.
The road toward Dunkirk was surveyed, located, and men of the New York and Erie, who had obtained, as they hoped and believed, the control of the road across Pennsylvania. At this precise time, the Courtal Road Directors, they say, taking advantage of this state of feeling, proposed to make common cause with the New York and Erie Con pany, units their two roads to the State Line, and introduce the Ohio gauge—that smarting under the supposed want of faith on the part of the Ericans, they entertained the proposal and bit off their own noses in hopes of punishing them. This, say the Ericans, is the cause of the depreciation of Eric Raitroad stock, and nothing can save that road save the interposition of some obstacle in the way of the Buffalo and State Line Road, and seme six feet connection between Dunkirk, or some other point of the Eric Road and this city, and for what they are now doing the time will give way to gratifule. The contract between the two great New York Companies by which the Ohio gauge was adopted is dated April 13.

and it is a simple of the control of

change their track an ordinance was passed (Nov. 28, 1833) directing the High Constable to remove all obstructions from the streets of the city. On the 8th of Dec., in the light constable to remove all obstructions from the streets of the city. On the 8th of Dec., in the light constable was directed to put the ordinance in force. The police and a sufficient number of the citizens, were summened, and in presence of the city autherities and a great number of spectators, the bridges and tracks crossing the streets were removed. People here, who are in opinion spaced to the proceedings, tell me that they were conducted in a quiet and orderly manner, and that the people dispersed peaceably when the work was done. The destruction of the bridge by the women after its reconstruction, was, I believe, done without authority. To the question, why they have taken this course just now, when it is so dispartons in its consequences to the intercourse between East and West, putting so vast a number of travelers and business man to so great inconvenience, evils which must naturally exsite the entire North to indignation against them, they reply. Why did the Directors of the road wait until navigation was suspended, and this had become the only channel of communication between East and West! Did they suppose that under over of the general outburst of in lignation from the entire press, that we should quail and be forced to give way. If so, they mistake. They could not well wait as we. We dore not allow them to secure a vested right in the narrow track. Our only channel was the present, and the opportunity presented we have embraced.

As to the various arrests which have been made, the

As to the various arrests which have been made, the

As to the various arrests which have been made, the grounds of them and the proceedings thereon, they are too recent and have too little bearing upon the main questions to be noticed here. I have sought to give the readers a cleer, succinct and compendions view of the Eric aide of the question only.

As to Harbor Creek the location of the road, the construction of it, the running of it, have all been under prostruction of it, the running of it, have all been under prostruction of it, the running of it, have all been under prostruction of it, the running of it, have all been under prostruction of it, the running of it, have all been under prostruction of it, the running of it, have all been under prostruction of it, the running of it, have all been under prostruction of the Road Commissioners of that township on the estward when by the course which it must parsue to reach its charter terminus it would pass through lands of reach its charter terminus it would pass through lands of reach its charter terminus it would pass through lands of reach its charter terminus it would pass through lands of reach its charter terminus it would pass through lands of reach its charter terminus it would pass through lands of reach its charter terminus it. Would pass through lands of reach its charter terminus it. Would pass through lands of proceed opening and state of the township.

STATEMENT OF THE RAILROAD DIRECTORS.

ERIE, Monday, Jan. 30, 1854.

Leent a letter this morning containing a view of the questions at stake here, as the opponents of the Railroad Companies understand them. In this I shall give in few words the reasons of the Directors of the Erie and North-East road, for their action in the matter of the gauge; a course which has subjected them to so much insult inconvenience and perhaps peril. The President of the road, John A. Tracy, Esa, Gen. Reed, M. Courtright, S. Jackson and John H. Walker, Directors when the change was agreed upon, are all men of property, are identified in their prosperity or adversity with that of the city in which they have for years resided, and as realous for the rise of Erie to something beyond its present position as any of their fellow-citizens. In their course as Directors of the Erie and North-East road, they are either right or mistaken, or chnoxicus to a charge brought against them in some chnexicus to a charge brought against them in some of the papers here, and often heard in the little knots

chroxicus to a charge brought against them in some of the papers here, and eiten heard in the little knots of men at the corners, and in bar-rooms, of having been bought up by rich eastern companies. This latter charge is what in fact has aroused so violent a feeling against them, but it is one which they consider too absard to trasteriously. They have, however, on more than one occasion explained their course to their fallow citizens, and endeavored to show them that they are bound, and why they are bound, to change their gauge.

On the subject of the value of the Eric Harbor, and the great results which would follow to the city from the construction of the various rends apoken of in my last communication, as affording direct access to the scaboard and opening routes rival to the Central New York Road, there is not a particle of difference in opinion between these gentlemen and their follow-citizens. They refused to change their track for some time after the gauge law was repealed, and no conflict appears to have grown up between them and the other party until the agreement made a few months since, by which for certain considerations the Company agreed finally to change their track, and make a continuous gauge from Cleveland to Buffalo. This, as shown in my last letter, the Ericans consider as having given up everything, refusing to take into account the considerations offered in axchange for the alteration of the track, on the ground that they could not trust the New York Companies!

The statement of the Directors is substantially as follows: So long as the gauge law stool upon the statute books, they had nothing to do but to run their cars to the

New York Companies!

The statement of the Directors is substantially as follows: So long as the gauge-law stood upon the statute books, they had nothing to do but to run their cars to the State line upon the track which by law was laid down for so long they had no competition to fear from any revaline access that rection of the State. But the repeal of that law, in regard to which act there is no difference of opin ion between them and other citizens of Eric, placed them in a new position. They had been actually engaged in the endeavor to task forward the Eric City or Little Valley rad, that from Eric etc. Jamestown to the New York and Eric at Olean, the Sunbury road, and not to Pittsburgh, or at least to the coal fields of Mercer Co. These projects, however, had lingered and success was doubtful. But the repeal of the gauge law introduced a new danger to the presperity of Eric, and one which they could only avert by giving up their six foot track—a danger which the other party seems not to have considered. It was this if Eric persisted in obstructing the free transit of parsengers and good, the New York Companies would assist in carrying out an old project of a road etc Meadville or some other point south of Eric to the Ohio State line, and thus avoid the obscasious point altegether. There was thus in the opinion of the Directors a strong probability of loding at a stroke two roads—thes from Pittsburgh, which could have little reason to cross the Meadville route just to run up to Eric, and the Little Valley road; the object of which being almply to reach the West, would prefer the scutherly route as being several miles shorter. Thus, while their oppouents looked at a forced break of gauge as the one means to obtain their long wished for avences to New York and Philadelphia, the Directors viewed the same thing as an insurmonnable obstacle. gauge as the one means to obtain their long wished for avenues to New York and Philadelphia, the Directors viewed the same thing as an insurmountable obstacle. The great object being to attain the construction of these reads, and being no longer protected in their break of gauge by a law of the Commonwealth, they were forced by the circumstances of the case to make some sind of a The great object being to attain the construction of these roads, and being no longer protected in their break of gauge by a law of the Commonwealth, they were forced by the circumstances of the case to make some kind of a compromise, or see, as they supposed. Eries prosperity prostrated. As to the power of the N.Y. Central Railroad Conyany, such a bugbear in the eyes of many, they did not believe that it could, with all its money and influence, turn the current of trade from the docks of Erie to those of Buffalo, whenever the former could point to the cars of two reads, either of which would land goods on the banks of the Hudson opposite the City of New York, by routes many miles shorter than that the Albany. They believed that the merchants of Detroit would at soon load a boat for Erie as for Buffalo, and indeed prefer this, when the broad six feet gauge once extended in an unbroken line from the Erie dock to those at Piermont or Jersey City. Moreover, no sconer could the Little Valley Road be finished, than the people of the West, to whom the place of the break of gauge would be of no importance, would begin to send their freight to Erie for transhipment, rather than to Buffalo, both because the Little Valley and is the shorter, and to avoid the difficulties at Albany, arising from the convergance of so many means of public transportation at that place, and the frequent delays in consequence. This cause would at length force the Buffalo and State Line Isoad to change their gauge to 4 feet sj inches As to the mere stopping of passenger trains, this they considered as of small importance, in comparison with the objects at which they aimed. Upon the whole, if by changing their track, they could at the same time forward the new roads, it would be better to suffer the disadvantages, if any arising therefrom for one or two years, than to subburnly resist any change, when this resistance would so probably only result in permanent injury to the place. Moved by these considerations, they at length entered into an agr

much excitement in relation to this, the crowd, which must have amounted to some fifteen hundred persons, seeming much disposed to prevent the laying of the few teet of new track, the City officers exerted themselves to prevent any opposition being made to the Marshal, who stated that he had in fact not been obstructed in the performance of his duty. The crossing at Sazzafrasst had been taken up by the High Constant, and Special Police, under orders from the City much excitement in relation to this, the crowd, which structed in the performance of his day.

at Sassafras at had been taken up by the High Constable, and Special Police, under orders from the City Government, and in pursuance of a dispatch from Harrisburgh, which came on Saturday evening, stating that the Repeal Law expressly forbid a connection here, and advising the City not to allow one. The exertions of the Police had succeeded in protecting the crossing at Chestnut, the next street west of Sassafris, at the time the latter crossing was taken up, as a single break was all that they considered necessary for their purpose. At a time when attention was directed toward another quarter, a lew persons, some say five, some seven or eight, went up to Chestnut-st, and tore up the rails there. As soon as this was known, the authorities went up, procured laborers and tools and put the track down again, so that the train which came in from Cleveland at 114 passed on up to Sassafras-st.

But I must go back. About 9 A. M., far away down the road the smoke and steam of an engine became

But I must go back. About 9 A. M., far away down the road the smoke and steam of an engine became visible—the road being an air line such an object is visible miles away. It was clear that the tracks at Harbor Creek were re-laid and that a train of the

visible miles away. It was clear that the traces at Harbor Creek were re-laid and that a train of the creires for the Western roads was slowly creeping along Erieward. People in great numbers went down the road to meet them, no one knowing apparent by what reception was to be accorded to them.

In the course of an hour a Buffalo and State Line chaine drew near the town, having in tow two of Mr. Mason's engines for the Illinois Central and two of Mr. Mix's for the Rock Island Road. They crept along to the French'st, crossing, passed the bridge in safety, and came to State-st, crowds preceding and following, and collecting about, at this point particularly, as fears were entertained that the new bridge inight not be of sufficient strength. Slowly and carefully the five engines crossed the bridge and reached the station. As they blocked up the street, a couple were detached and the forward ones moved on. As they blocked up the street, a couple were detached and the forward ones moved on. As they blocked up the street, a couple were detached and the forward ones moved on. As they blocked up the street, a couple were detached and the forward ones moved on. As they blocked up the street, a couple were detached and the forward ones moved on. As they blocked up the street, a couple were detached and the forward ones moved on. As they blocked up the street, a couple were detached the was no possibility of their proceeding beyond the limits of the North-cast Road, and that the U.S. Marshal was standing upon the front of the ing beyond the limits of the North-cast Read, and that
the U.S. Marshal was standing upon the front of the
locemotive, there was some attempt made to sharzet
them. A boy threw a handfull of mud or two at the
engine, another smashed a pane of glass in the engineer's window, and I saw one great, stout; red-whiskered fellow—a German whose name I did not learn,
and who did not seem to be known here—seize a long
rail and throw it across the track. He or some other and who did not seem to be known nere-sedze a long rail and throw it across the track. He or some other person threw a second one, and some person also fol-lowed suit with a piece of plank. No sooner did the first rail fall in the way of the engine than a general disposition was manifested by all the better class of by-standers. A special constable leaped upon the track and seized the iron to throw it one side. Eed-whisler flew at him and, as near as I could see, struck him. Another policeman jumped down instantly, laid his club alongside Hedwhisker's whiskers, and gave him, in plain terms, to understand that neither the track nor tipe engines were to be interfered with him, in plain terms, to understand that nether the track nor the engines were to be interfered with. There must have been a thousand people collected in-mediately about the station-house at that moment, leoking on quietly? and, though many were highly ex-cited, they were still willing to do as the police and city effects dictated. Redwhisker found himself in a small minority, and, after swaggering in front of the engine a few minutes, asking in vain for a club, like the man in Pilgrim's Progress, departed and was seen no more, though anxious inquiries were made for him by the constable. In the meantime the laborers, who for a few minutes had desisted from the work of laying the track, resumed their picks and shovels, no one inter-fering with them, the special police being present in large force, and forbidding any obstacle being placed

After the train of engines came to a stop Marshal Frost went to the station-house and consulted with Judge Galbraith and others, and as the result of this walled back to the engine, mounted it, and stated to the people that these engines would stand where they were, and the laborers would all be dismissed from the work until to-morrow, or after the arrival of the Governor This satisfied them, apparently, and many of them im-

mediately left.

Those ecquainted with Europe must have remarked that there is this fundamental difference between Americans and Europeans (England excepted): we are taught from earliest childhood to respect the law; they to respect authority. This difference was most apparent here this morning. The special police had but to say to the Americans that nothing was desirable for the Erians but the break made at Sassafrasst, and they were satisfied. With the foreign population strenuous exertious and constant watchfulness were necessary.

were satisfied. With the foreign population streamous exertions and constant watchfulness were necessary, with a free display of the policeman's club to restrain them. Against this class of the population the city has for some time been obliged to keep up a watch for the protection of the road.

At 113, the first passencer train from Buffalo since Dec. 8. I believe, made its appearance. It came without let or hindrance to within a few rods of the station, and then it was only delayed while the Illinois engines were taken out the way, and the switch adjusted. The Cleveland train, as beforesaid, could not come up to the station, and unloaded its passengers at Sassafrast, a few rods west, and the numerous vehicles, from stage-ceach down to hay-wagon, which have been "crossing the Isthmus" for so many weeks, lost their farce to-day. It is to be hoped that they will not make a muss." but their occupation is gone.

There is no difficulty in collecting a crowd here at

"make a muss." but their occupation is gone.

There is no difficulty in collecting a crowd here at any moment. The harbor is frozen, and business at a standstill, and time hangs heavily on very many hands. There is but one subject to think of, and nothing to call off their thoughts from it. The authorities ar call off their thoughts from it. The authorities are as anxions as anybody else to have the thing settled, and they declare that, whatever the decision may be, it shall be enforced. That is the right spirit. All anxiously await the arrival of Bigler. The utmost confidence is the right spirit. dence is expressed in him, but to my query, suppose he goes against the Erians! the gentleman shrugged his shoulders. I am repeatedly asked, "Will not THE "TRIBUSE let us be heard! Other New-York papers have suppressed everything on our side the question. To THE TRIBUNE we look for a chance to be heard.

"Let it strike, but hear us."

Freparations are now making to give the Governor a grand reception on his arrival in the 7 P. M. train from Cleveland. All parties treat the representatives of the New-York press with politeness and consideration, and I kope to be able to give a correct and impartial recognit of what takes along. tial account of what takes place.

THE TROUBLES AT ERIE—THE WAR ENDED-Burrato, Thursday, Feb. 2, 1854.

Yesterday the Railroad men at Eric relaid the track on the streets where it was torn up on the frevious day, by order of the Mayor, in order to let the passenger train from here pass over, but two hours afterward, in consequence of the excitement of the people, he ordered it to be torn up acein.

Gov Bigler whose time has been occupied in feasting and parade, is said to have been wexed that the Mayor gave orders for tearing up the track, and has signified that it shall be relaid to-day, and locomotives. &c. for the western

NEWARK, OHIO.

Correspondence of The M. Y. Tribune.

NEWARK, O. Saturday, Jan. 28, 1854. The State Board of Agriculture of this State has decided to hold the next Angual State Pair at this place on Pacsday, Wednesday. Thursday and Friday the 19th, 20th, 21st and and days of September next. The grounds selected for the State Fair are those recently purchased by the Liching County Agricultural Society for the exhibitions of said Sociery, and are situate about one mile and a quarter west of this place, and contain forty-five acres of hand. The grounds are now covered with the untouched growth of the

this place, and contain forty-five arres of land. The grounds are now covered with the untouched growth of the primeval forest. Twenty eight across of the tract are included within an ancient embandment, commonly called herezbouts the "Old Fort." This embandment forms an exact circle, is about ten feet high, and like Pillow's entrenchment, has a corresponding ditch on the inside of about the same depth. There is one opening or break in the embandment which is about fit? feet, making a gate-axy or passage to the enclosure. On the top and sides of this embandment which is about fit? feet, making a gate-axy or passage to the enclosure. On the top and sides of this embandment, and in the bottom and on the declivities, of the ditch the growth of timber is as heavy and ancient as in any part of the surrounding forest, showing the antiquity of the work. Great pains will be taken to preserve intest this relie of an unknewn people.

Licking County well deserves the compliment paid by the Board of Agriculture, in deciding to hold the State Fair within its borders. This County is thirty miles long by tweety one broad, contains more acres than any other County in the State, save Ashtabala, and has not an acre of waste land within her limits. It ranks fifth in the production of wheet, for the in the production of own, grows entile, hogs and horses largely, and contains more sheep and grows more and better wood than any other County in the State or I inited States. Its population is 40,000.

Newark is the County sear, and contains 4,500 inhabitants. It is delightfully situated at the junction of and be tween the north fork and south fork of the Licking River, and is near the center of the County. The Sanlas hy City and Newark Railroad connecting this place with Lake Frie at Sandusky City, terminates here. The Control Ohio Railread, which is poperation from Columbus through this place—the Steubenville and Indiana Railroad and the Scieta and Hocking Valley. The last named road passes from this place through the Counties of Per

## THE REV. HENRY WARD BEECHER'S REPLY TO JOHN MITCHEL.

The Independent of this work publishes the following reply of the Rev. Living Ward Burching to Mr John Mirrorat's letter to him published in Pine Traumac has week!

A LETTER TO JOHN MITCHEL.

You address a very long letter to me in The Citizen of Jan. 28, 1854, in defense of yourself and of American slavery. That you select me from among all who reprobated your apostney from the gospel of human liberty, arises, I presume from reasons of convenience to yourself rather than of compliment to me. I am a clergyman; and it might seem to the unwary a very natural thing to address to such an one an argument upon Hebrew Slavery. It is doubtless more agreeable for you to stumble over the records of rude society four thousand years ago, and to talk about Moses and the prophets, than to pender what John Mithel—the Irish particit—said but the other day about American Slavery. I shall not suffer that new issue to be made.

In the article which has excited such surprise, you expressed no opinion about Abraham: you said nothing of what you would have thought it right to do, if ing of what you would have thought it right to do, it born four thousand years ago on Chaldean plains, or it you had been a Jew. It was American Slavery that you spoke of: Hebrew Slavery admitted that a slave was a man with all appropriate human responsibilities, and made couple provision for his religious and civil instruction. American Slavery stands upon the fundamental idea that a slave is a chatted, not a man; and it makes the teaching him to read a ponitunitary offense—un offense for which Mrs. Douglass now lies in a Virginia prison. Thu Slavery, they death as made on the life to took, you not only jus-Mrs. Douglass now lies in a Virginia prison. Tais Slavery, that destrays manhood by its first touch, you not only justified abstractly, but longed to practice it, in Alabama; and that no doubt might remain of your intention, you volunteered your helief in flogging, and other means of coercing newlilling slaves to their hated tasks.

Now, Sir, I don't wonder that you would like to have that forgotten, and that you find it more pleasing to take an amateur survey of Moses and the prophets, than to talk about John Mitchel, and that plantation in Alabama, from whose ownership he is kept only by poverty, not by principle.

If to these considerations be added some inspiness natural to new work, some aviwardness in the discussion of Scriptural topics, and that diszlaess which one must be expected to feel after a somerset. I think every one will regard your performance as far beyond anything that could have been expected.

I here it will not be accounted vanity for me to say, that I could have helped you to frame a far better argument in favor of Hebrew Siavery. It is a new question to you; it is a very old one to us. I have heaps of trash in my library that you might have added to your rubbish. I have within reach enough clay and straw on that matter If to these considerations be added some

I have within reach enough clay and straw on that matter to have builded you an argument huge as an Egyptian

to have builded you an argument large as an Egyptian pyramid.

If you desire to defend monarchy from Scripture, I have by me writers that do that. The bible has been regarded as a beliwerk of oppression by all oppressions. It has opened its doors like a vast magazine, in which every man who wanted to wrong his fellows could find precedent or reason, a sword to shy the immovent, and a shield to cover the guilty. And polemical freebooters there have been to defend, from Scripture, every wrong that the sun ever shone upon; and their tracts and books are thick as the locusts and frogs of Egypt, and as loathsome. And yet, in spite of all sermons and tyrannous interpretations, wherever a free Bible is read, it inspires a free heart and strikes the root of liberty down into men's bosoms with ineradicable grasp.

a free Bible is read, it inspires a free heart and strikes the root of liberty down into men's bosoms with incredicable grasp.

If, therefore, your argument be regarded, not in the light of your past personal history, but in comparison of what has been dene to make the Bible lie, and what could be done again, you have been but a poor workman. You have been angling in a petry ditch among pindish and wriggling vermin. You should have struck right out into those gulfs and bays where proline oppression has for agas spawmed and hatched unnumbered monsters that disport themselves upon the surface, or nuzzle in the slime, or hang poised in silent vicilance for the unwary, like topical sharks in the warm bays of equatorial waters. If it is your purpese to go on in your new vocation, you will find deep waters and ponderous prey all ready for your sport!

But what has turned you to such waters at all? Had you been born in Alabama, had you sucked in republicanism from the breasts of a Southern gospel, had your conscience been cultivated like a cotton plant, and your principles spun from it fine as thread, and as easily wound around any speed that interest might choose to whirl in political spinning jennies, we should have been less surprised. For we have learned to be surprised at nothing in moral and political legerdemain. But to see honest, riotous John Mitchel, audacious and ferocious John Mitchel, whom the world has admired as a Caur de Lion, thundering with his bettle audacious and ferocious John Mitchel, whom the world has admired as a thread for the methes of the worst kind his blews rung above the whole shout of the battle; to see this Herenies, now sitting with his distaff and posiently spinning out fine threads for the methes of the worst kind of slavery that the world has ever known, this is a moral marvel. At last we are surprised again. The long lost lexury of that feeling has returned.

But, of course, you did not expect me to follow you into your twilight researches. You had no idea that I should be coaxed

about human rights, can reconcile liberty and slavehold-

ing.

The patriarchs are the least part of your task. John Mitchel is the man whem John Mitchel must make his peace with! John Mitchel ten years ago for universal liberty, and John Mitchel new wishing he were an Alabamian slave owner! John Mitchel in 1816, asserting the liberty of man against the crown and scepter, and John Mitchel in 1814, asserting the slave whip, and the master, scalest, the rights of man!

Mitchel in 1834, asserting the slave with a serious content the rights of man!

Crowd these two portraits upon one canvas—if you can.

Please let Mores sleep, and come back from your reliceat behind the dest of 4,000 years, to reconcile John Mitchel helding parky with kings and autocrats, with John Mitchel flogging slaves through a rice swamp, or along the rows of cotton on his plantation!

The public wish to know how it happens, even if Slavery can be defended, that the defense of it should be so con-

Mitchel flogging slaves through a rice swamp, or along the rows of cetton on his plantation?

The public wish to know how it happens, even if Slavery can be defended, that the defense of it should be so congenial a task to Mr. Mitchel. There are some necessary tasks that honorable men do not like to periorm. If capital numbinish the allowed, some one must be the hangman. If the guildnine must stand, some poor callif must assist its functions. But what should we think if those very men that had spent their lives in endeavors to abolish the gallows and put away the barbarous rattling guillotine, should rush into the first vacancy, and parade with vociferous pride their clevation to the dignity of a hingman or an executioner? There were men enough to do the dirty work of Slavery, men born upon a level with their tasks. We did not expect to see a great reformer—a champion of the globe as a marryr for freedom, using his very first hous of liberty in rabbing down the stiff and spayined limbs of Slavery. Some other min sarely might have been found for such a function.

But we cannot continue in this painful strain. The fall of such a man as John Mitchel has been thought to be, cannot excite only indignation. There is pity, too. Tacto is a strong and generous aprising in every heart, processing that it shall not be! We instinctively feel that it is a dream—one of those dreams of impossible dishonor, that sometimes torment good men, and we stand waiting for it to breek, and the visionary where it issued.

O Sir, had all this that has happened, passed in a dream, would you not have waised, bathed in sweat, to say, shad dering. "What a horrid nightmare has been astende of my scul! God axe me from even such visions of wrong." This which you would thus ejaculate to God, menspeak to each other. I tell you no news. Sir, when I say that you have fallen down in the sight of the whole community, from the place of a champion of Liberty to the service office of creeping all the days of your life on your welling bods. Never again s

I cannot hide from myself that there yet remains for you a dismalage, a desolate and cheerless solitude of intruities. Time, that would have carried you onward, gutlanded with achievements worthy of a man living for men, and surrounded by the genial sympathies of loving hearts, now will drift you to a polar solitude, without leve, or sympathy, or pity, or henor. You will sweep coldly on upon a dark current, like an ever rolling iceberg, that, rolling and resonnding ever so much, gains no rest by charging place.

that, relling and resonating ever so much, game to be the changing place.

But there is a future beyond this, even on earth. There is a time promised, and already dawning, in which the human family shall be one great Brotherhood, and Love shall be the law of man. In that golden age there shall be research made for all the names that, since the world begon, have wrought and suffered for the good of their than the research made and the promise resurrection of forgotbegan, have wrought and suffered for the good of their kind. There will be a memorable resurrection of forgotten names. From the obscurity into which Despotism has fang all who dared to defy it, from the shades and darkness of oblivion by which oppressors would cover down the memory of all who proctained human right and human liberty, they will come forth shining like the sun, and none be forgotten that labored to bring to pass the world's freedom! In that day, while ten thousand names shall be heard, in all their number not one shall uiter that gone and forgotten name—John Mirchel.

But, come back to us, John Mitchel; it is not yet too late. Our hearts and our hands shall help you, if you will but

and forgotten name—John Mischel.

But, come back to us, John Mischel; it is not yet too late. Our hearts and our hands shall help you, if you will but stir yourself to break that enchantment that some malign mischief, come from the misty realm of cruel oppression, has breathed upon you. The enchantment and the enchanter are dispossessed when any bold hand snatches and recerses his waud. Reverse your utterances! You have been betrayed into a poor and deceiful detense of it. If you shide by it it will sink you out of the sight of all good men, and for ever. But recall it! Reverse the rod! Say to us, I spake it in my anger, and I defended it in my wrath; but it is not worthy of me. It is not the truth of my heart or of my nature. There is a power of resurrection for you in these few words as great as that of God's final angel. It will lift you up to our hearts again. It will place you where God's crown, with which he will crown all true and noble souls, shall rest undimmed upon your brow!

But, if you will not assert your better nature, and achieve the noblest act of your hie. a victory over yourself, then, sorrowfully, we must leave you, like some false and hideous image, around which, for the moment, chaltering priests of oppression have burned income, but soon to be east out, even by them a detected and desecrated idel, forgotten of men, and remembered only of verminilizards that crawl darkling beneath the twilight of poisoners weeds that grow and twine about it.

A NEW SCHEME OF GREAT IMPORTANCE

cas weeds that grow and twine about it.

A NEW SCHEME OF GREAT IMPORTANCE

We have for some time been in possession of a magnificent scheme of colonization, which an inherent diffilence, exceedingly difficult to overcome, has hitherto provented us from entering to the consideration of our fieldow men. The Slavery question is a problem which the wisest men of cut age have been unable to solve, and hence we hope we will be pardoned for entertaining a certain amount of egotim when we announce that we have arrived at the solution of that perplexed question. We propose to do it by colonization, but we can by no means fall in with the policy of our present Colonization Society. They are operating in the wrong way, and every discerning man must see that even when this philanthropic movement shall have arrived at its greatest success, it will not be able to convey to Liberia the annual increase of the colored people! In America. Then, again, why colonize the colored people in America. Then, again, why colonize the colored people in America. Then, again, why colonize the colored people in America. Then, again, why colonize the colored people in America. Then, again, who colonized which have special reference to our centry. First, to ascertain to a certainty who should be coincided; secondly, that their removal should be as inexpensive as possible, and that it should be immediate. In relation to the drat consideration I would say, that as there are in our country 2,500,000 slaves and about 200,000 free persons of color, making in all a total of over four million souls, and as all these are the most passive of men, quietly working at the various parsaits of life, taking no part in the Government, while they add materially to the weelth of our country, themselves creating no disturbance of any kind, albeit a good deal of fass is made about them.—I submit to the judgment of every honest man that this is not the class to colonize. But what class, than I. We answer remembering our second consideration—that class they are the

CANADA.

Frem Our Own Correspondent. TORIONTO, Tuesday, Jan. 24, 1824.

It is not known when Parliament will meet, or even when Lord Elgin will return. All that is known is that his lordship obtained from the Imperial Government six menths' leave of absence. It is confidently asserted that Lord Elgin has refused the post of Lord-Lieutenant of Ireland, at a salary of \$100,000 a year.

The Grand Trunk Railway Company broke ground in this city to-day. Westward the works are in a state

of forwardness.
In a previous letter I gave the arrivals of foreign vessels at Quebec in 1853. Some further important information (official) regarding the shipping of that port is at hand. The following is the number:

OF SHITS AND SPAMEN ENGEGISTERED AT QUEPEC IN 1538. | Shire | Season | Shire | Shire | Season | Shire | Sh

There is, perhaps, no port in the world where greater difficulty every year arises out of the desertion of seamen than at Quebec. The shipping master states that the crimping abuse was more rampant last year than on any previous eccasion. Persons make a trade of enticing men away from their vessels : a practice which makes it n est difficult for vessels to obtain crews in a legitimate way. Several convictions were obtained during the season for crimping practices; but fraudulent expedients were resorted to to render the decisions of the Courts practically void: men of straw having capiased seamen for pretended debts and thus detained them beyond the time at which their vessel must sail. This fraudulent system, carried on by a powerful combination of swindling crimps, completely triumphed ever the law, and caused serious loss in the detention of vessels and cargoes. The shipping master holds out an expectation that the difficulty of obtaining scausen at the port will hereafter be obviated by the supplies of hands that the ocean steamers will be able to bring in the way of spe-cial importation, and that the cost will be less than that

cial importation, and that the cost will be less than that caused by extertion at present. The result of the crimping eight is best explained by the number of desertions at Quebec during 1853;

From 13 this 1 cach. 135 From 22 thips 8 cach. 135 From 13 thips 2 cach. 136 From 6 thips 2 cach. 146 From 14 thips 2 cach. 146 From 15 thips 3 cach. 245 From 6 thips 10 cach. 146 From 51 thips 4 cach. 250 From 2 thips 11 and 10 ward 200 From 31 thips 4 cach. 192 Total 333 from which were, 2,144 From 20 thip 7 cach. 251 It is not difficult to understand how these desertions operate to exhance the rates of scamen's wages. The

operate to enhance the rates of scamen's wages. The desertion of 2.111 men would leave the different vessels from which the desertions took place short of so many hands. The employers find themselves in a dear mar-ket; the number of scames being limited and those who have deserted being able to keep on the strike as long as their money lasts. There were great fluctua-

MATE OF WIGHE AT THE FORT OF QUELEC, AN PER AGREEMENT, From communication scann to July 16, per month......£to From combined 17, per month
August 19, two ships per usorth
August 19, two ships per usorth
November 20 to lose of Navigation
November 20 to lose of Navigation
For wearls bound to Australia, July and Outober.

During the year 1853, 49 ships were built at Quebec, with an segregate tuninge of 49,615 tuns. One of the principal causes of the scarcity of scamen at the port is the demand created by the new ships. They cannot is the demand created by the new ships. They cannot leave the port without seamen; and it is estimated that the vessels built in 1853 would require 1.357 men. Of these only 155 men were supplied by the shipping master's office; the inference being that the remainder were supplied by crimps. The aggregate tunnage of the vessels built at the ports of Quebec. Miramichi and St. John, New-Brunswick, in 1853, was 127,000 tuns. Besides these ports, there is a great deal of ship building done in Nova Scotia and Prince Edward Island. One half the people of Quebec live directly

ship building done in Nova Scotia and Prince Edward
Island. One half the people of Quebec live directly
or indirectly by ship-building.
A reduction of newspaper postage has been determined upon by our Government. The reduction will
apply to American papers mailed to subscribers in
this Province. The new rates of postage on newspapers, which will be payable by the subscribers quarterly in advence, will be:
When published six times a week, if per annum.

When published six times a week, # per annum. When published three times a week, # per annum. When published twice a week, # \$ per annum. When published once a week, # \$ per annum.

When jublished once a week, it for annum.

The new rates will take effect on the 1st February. In addition to these reductions, all periodicals exclusively devoted to the promotion of science, education, temperance or agriculture, will be entirely exempt from postage; but whether this will apply to American periodicals does not appear very certain, but I am inclined to think it will. The quarterly postage to be allowed will be.

collected will be:
The Fritish Whise daily, ten copies.

The New York Tribune, daily, four copies.

On transient newspapers and periodicals delivered.

On transient newspapers and periodicals earn prepaid.

0 2 6 It may be as well to explain that our pound currency passes for \$4; and every quarter dollar for fifteen pence.

AMERICAN TRAVEL.—The late celebrated Mr. Clay was a may of great resolution and considerable daring. He once told the following anecdate to a friend of ours. Traveling in early manhood, in a public conveyance in a South Eastern State, he found himself in the company of three other persons, consisting of a young lady and gentleman, her husband, and of an individual muffled up in a South Eastern State, he found himself in the company of three other persons, consisting of a young lady and genathemen, her hasband, and of an individual muffled up in a clook, whose countenance was concealed, and who appeared to be indulging in a the actie with Morpheus. Suddenly a big, brawny Kentuckian got into the coach smoking a cigar, and frowned feerely around, as much as to eay, "I'm half horse, half alligator; the yalfer flower of the forest, all brimstone but the bead and cars, and "that's aquatortis." In fact, he looked as savage as a meat-ax, and puffed forth huge volumes of smoke, without reference to the company within, especially of the lady, who manifested certain timid symptom's of annoyance. Presently, after some whispering, the gentleman with her, in the politiest accents, requested the stranger not to smoke, as it annoved his companion. The fellow answered, "I "recken I ve paid my place. I'll smoke as mach as I "darn please, and all hell sha at stop me no how." With that he looked dangerous, and rolled his eyes round as fercely as a rattlemake. It was evident he had no objection to a quarrel, and that if it occurred it was likely to lead to a deadly struggle. The young man who had spoken to him shruth back and was silent. Chy felt his gallantry aroused. He considered for a moment whether he should interfere; but experienced a natural reluctance to draw upon himself the brutal violence of his gigantic adversary. In that lawless country, he knew his life might be sacrificed unavenged. He knew himself physically unequal to the centest, and he thought, after all, it was not his business. Quivelically to take up another man's quarrel. Feeling pity for the insuled and disgust toward the insuler, he determined to take no notice; when, very quiedly indeed, the cloaked figure in the corner assurad an upright position, and the manife was suffered to fall from it without effort or excitement. The small but sinewy frame of a man, plainly dressed in a tightly buttoned frock coat, with nothing remarkable